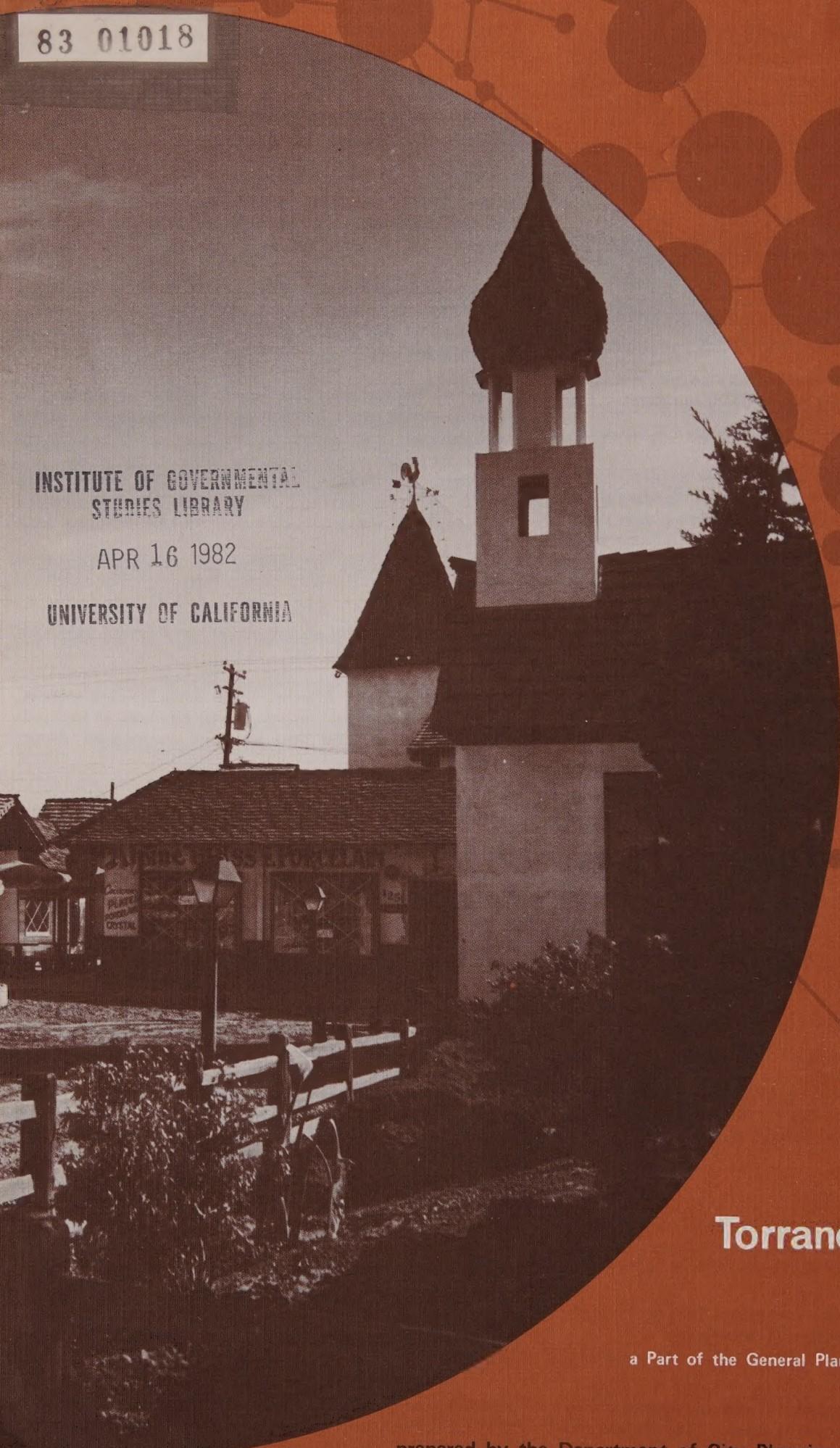


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Torrance - Gardena Corridor District Plan

a Part of the General Plan of the City of Los Angeles

prepared by the Department of City Planning Los Angeles, California



Torrance – Gardena Corridor District • City of Los Angeles

The Torrance-Gardena Corridor District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map entitled "Torrance-Gardena Corridor District Plan Map."

PURPOSES

USE OF THE PLAN

The purpose of the Torrance-Gardena Corridor District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor, and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the District, within the larger framework of the City; guide the development, betterment and change of the District to meet existing and anticipated needs and conditions; promote efforts which will prevent or eliminate damage to the environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided that the total area of each type of land use, land use intensities, and physical relationships among the various land uses are not altered. Development which is not consistent with the intent and purposes of the Plan should not be allowed.

The Plan is not an official zone map, and does not imply any implicit right to a particular zone nor to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years in the future, it designates more land in some areas for land uses than may be needed for many years.

This Plan is subject to review and amendment, within five years, to reflect changes in circumstances.

POLICIES

The Torrance-Gardena Corridor District Plan has been designed to accommodate the anticipated growth in population and employment in the District to the year 1990. The Plan does not seek to promote growth. It anticipates the likelihood that growth and

OBJECTIVES OF THE PLAN

1. To coordinate the development of the Torrance-Gardena Corridor District with that of other parts of the City of Los Angeles and with the adjacent portions of the metropolitan area.
2. To designate land at appropriate locations for the various types and levels of uses which will be required to accommodate population and activities projected to the year 1990.
3. To protect the natural environment of the District and to reduce pollutants.
4. To improve the aesthetic environment of the District through the development and application of appropriate design criteria.
5. To strengthen the identity of the District.
6. To provide the housing required to satisfy the varying needs and desires of persons of all social and economic groups, maximizing and enhancement opportunity for individual choice. To encourage the preservation of the residential character of the District.
7. To promote economic well-being and public convenience through:
 - a. Designating land for commercial purposes in quantities and patterns based on accepted planning standards and principles.
 - b. Designating land for industrial development without detriment to adjacent uses, and restricting types and intensities of industrial uses as necessary.
 - c. Providing a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.
9. To provide a circulation system coordinated with land use and adequate to accommodate necessary traffic movements, including the expansion and improvement of the public transportation system.

change will occur, and suggests policies and programs to minimize any adverse effects of such growth and change.

The Los Angeles City General Plan encourages the preservation of open space and low-density, single-family residential areas, and the development of Centers containing intensive commercial and residential development linked by the highway and freeway systems and a rapid transit network. The Torrance-Gardena Corridor District is proposed to remain an area of Low to Medium density residential development, with a substantial amount of industrial development. No highly developed Centers are proposed.

Proposed residential use categories and their capacities are:

Residential Density	D.U.'s per Gross Acre*	Persons per Gross Acre*	Gross Acres*	Percent of Residential Land	Population Capacity	Percent of Population Capacity
Low	3 to 7	12+ to 20	974.6	70.5	17,700	45.1
Low-Medium I	7 to 12	20+ to 30	91.7	6.6	3,000	7.8
Low-Medium II	12+ to 24	30+ to 70	222.9	16.2	11,800	30.0
Medium	24+ to 40	50+ to 100	93.4	6.7	6,700	17.1
TOTALS			1,382.6	100.0%	39,200	100.0%

* Gross acreage includes streets.

LAND USE

Housing

Standards and Criteria:

Properties in residential zones permitting densities in excess of those designated on the Plan shall be considered for reclassification to zones corresponding to the designated densities.

The residential densities proposed by the Plan are predicated upon the full development of the designated Major and Secondary Highways. Appropriately located older single-family areas are designated for Low-Medium Density in order to provide many of the amenities of single-family living.

Commerce

Standards and Criteria:

The commercial lands designated by this Plan are adequate in quantity to serve the projected population to the year 1990, as computed by the following standards:

Apartments should be soundproofed and be provided with adequate open space and usable recreational areas.

Single and multiple-family housing should be made available to all persons regardless of social, economic, and ethnic status.

Additional low- and moderate-income housing is needed.

Features:

The Plan provides a residential capacity for approximately 39,300

persons, which is adequate for the projected 1990 population of 37,000. Of this total, approximately 17,740 persons would be accommodated on 975 acres (29% of total area) designated for single-family housing, and 21,560 persons would live in multiple-family housing occupying approximately 408 acres (12% of total area).

Map, and at a ratio of not less than one square foot for each square foot of floor area for highway-oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer and shall be separated from residential uses by means of a solid wall and/or landscaped setback sufficient to screen the commercial operation from view.

and public uses by at least a wall and/or landscaped setback sufficient to screen the industrial operation from view.

Oil wells should be landscaped and maintained in an attractive condition, especially where adjacent to residential uses.

Wherever possible, industrial uses should be concentrated in industrial parks.

Features:

The Plan designates approximately 1,241 acres, or 37% of the District, in five major industrial areas. To preserve this valuable land resource and to protect adjacent residential areas, the Plan proposes classifying all designated Limited and Light Industrial land in the restricted industrial zoning categories (MR Zones).

CIRCULATION

Highways, Freeways and Local Streets

Standards and Criteria:

Highways, freeways and streets shown on this Plan shall be developed in accordance with the Standards and Criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give streets identity, such as curves, changes in direction and topographical differences, should be emphasized by landscaping and/or other appropriate features. Streets, highways and freeways, when developed, should be designed and improved so as to be in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways. No increase in zoning density or intensity shall be effected unless it is determined that the Local Streets and the Major and Secondary Highways serving the general area of the property involved are adequate to serve traffic needs. Adequate improvement of abutting highways and streets shall be required in connection with the approval of any such zoning intensification.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector Streets are also shown to assist traffic flow toward Major and Secondary Highways.

Public Transportation

Improved bus service should be provided to more directly connect policies continued next page.



Tom Bradley, mayor

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Frank P. Lombardi, executive officer
Glenn F. Blossom, city planning officer

Report prepared by:

**COMMUNITY PLANNING
AND DEVELOPMENT DIVISION**

Arch D. Crouch, principal city planner

COMMUNITY PLANNING SECTION A

Peter Broy, senior city planner
Franklin P. Eberhard, senior city planner
A. Bertin Sincosky, senior city planner*

Project Staff

Lothar Von Schoenborn, project coordinator
Leroy Hill, project coordinator
Stephen L. Jenkins, project manager*
Charles D. Zeman, project manager**
Robert Beard, project manager*
Robert Janovici, project manager*
Jon Perica, project coordinator*
Masaru Matoi, cartographer*

GRAPHICS SECTION

Gene Wolfe, graphics supervisor
Jim Anderson, acting graphic supervisor*

Publication

Phil Watson, unit head
Rey Hernandez, data illustrator

Cartography

Oliver W. Baker, unit head
Henry Higa, cartographer

* former project staff

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for further information regarding this plan, please contact:
Raymond J. Norman, Secretary, City Planning Commission,
485-5071 refer to C. P. C. 23482

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